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SOURCE Rechnoy Transport.OUTLINES RIVER FLEET'S SHORTCOMINGS IN 1949

URGES DRIVE FOR MORE FREIGHT -- Rechnoy Transport, No 8, 27 Jan 50

Although the river fleet completed the 1949 navigation plan 101.8 percent for tons and 100.5 percent for ton-kilometers, only 16 ship lines completed the plan for both tons and ton-kilometers. Two ship lines completed the assignment for the index of tons alone and three completed the index for ton-kilometers alone. The Kama, Belaya, Northern, Upper Irtysh, and Amur ship lines failed to complete the plan for either index. In spite of this, during the 1949 navigation season the 1940 level of freight hauling for tons and ton-kilometers was exceeded as a whole.

Many ship lines, however, did not utilize all the possibilities for transferring freight from the railroads to water, and thus hindered the further development of mixed rail-water hauling.

It is necessary to note that in recent years the fleet of the ship lines has been reinforced and continues to be reinforced by the newest types of ships. The equipping of ports and docks with highly-productive machinery has permitted the increasing of their capacity. The hauling capacity of the river fleet has also increased. Many ship lines now have a considerable number of Diesel freighters which can be used for high-speed hauling.

All this testifies to the present need of finding supplementary cargoes for the fleet. It is especially necessary to load the ships on the return trips.

The timber, paper, chemical, and metallurgical industries of the Urals and Urals areas can give the river fleet a lot of business. It is necessary only to get these cargoes to water. It is entirely possible to carry them and to assure on-time delivery of them to their destinations; the rates are considerably lower than the railroad rates. The development of this mixed rail-water carrying would promote an improvement in the utilization of the fleet.

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For some cargoes (for instance, mineral construction materials), the 1940 level has not yet been reached. Nevertheless, the swift development of construction in the areas around the rivers will permit the hauling of these cargoes in all the river basins.

During the 1949 navigation season fleet utilization improved. In many basins hydrometeorological conditions were less favorable than in 1948. However, the indexes for the operations of the towing fleet (traction and tonnage) for productivity in all types of traffic were for the ministry considerably higher than in 1940 as a whole and also exceeded the assignments planned for 1950.

Analysis of the fleet's work shows that layovers of ships were reduced in 1949 in comparison with 1948, but were still excessive. The running time, loaded and unloaded, of dry-cargo tonnage was 26.5 percent of the navigating time, while layovers awaiting traction amounted to 28.5 percent of the navigating time.

OUTLINES SHIP EXCHANGE, NOTES DEFECTS -- Rechnoy Transport, No 1, 3 Jan 50

During the navigation season exchange of ships between the ship lines of the Main Administration of River Basins of Central Regions is done on a large scale. In the spring ships are sent from the Volga to the Kama, Vyatka, and Belaya rivers for towing timber rafts. Ships are also sent to confluent rivers to haul grain, metal, paper, forest products, and other freight.

Traction is sent from the Moskva-Volga Canal Ship Line to Unzha, and ships are transferred from the Moskva-Oka Ship Line to the Volga Tanker Ship Line for carrying petroleum products from the Belaya River. Traction is also exchanged between the Volga Freight Ship Line and the Volga Tanker Ship Line. During the middle of the summer, when a surplus of traction accumulates on the Vyatka River, ships are sent to the upper reaches of the Kama to haul local freight.

Redistribution of tonnage between ship lines is done in large quantities and during the entire navigation season. Ships loaded on the Volga are sent to the Kama, Vyatka, Belaya, and to the borders of the Moscow area ship lines, from where loaded and empty ships are sent to the Volga.

The operations apparatus of the ship lines, upon failing to receive a sufficient amount of tonnage to complete the plan, fail to take the necessary measures to achieve the maximum increase of efficiency in fleet utilization. The many complaints received by the Ministry of River Fleet concerning the poor utilization of leased ships testifies to the incorrect attitude of the ship lines toward the ships on loan. The leasing ship lines as a rule do not give plans to the ships arriving at their borders and make little effort to assure the efficient use of the ships. Long delays of ships on loan are permitted.

FLEET OPERATIONS NEED IMPROVEMENT -- Rechnoy Transport, No 13, 14 Feb 50

In 1949, the plan for river freight hauling was completed. The prewar level for productivity of traction and dry-cargo tonnage and the level set by the Five-Year Plan for 1950 for productivity of traction and dry-cargo tonnage were exceeded.

However, there are still serious shortcomings in operational work. Delays and accidents are still the scourge of river transports. During 1949, the non-self-propelled fleet was actually in motion only 35 percent of the time, and

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the self-propelled freight fleet was in motion only 43 percent of the time. The number of accidents increased over that of 1948. There were frequent cases of spoiling, loss of cargoes, and large-scale failures to deliver freight on time. In many basins traction was not fully utilized because of a shortage of cargoes. The plan for carrying passengers was not fulfilled.

The main reason for these shortcomings is the unsatisfactory control of the work of the fleet and ports and the lagging of the shore services, especially the dispatcher apparatus.

To reach in 1950 the level of freight hauling established by the Five-Year Plan, it will be necessary to increase freight hauling by not less than 28.5 percent. -- from a speech by Vakhturov, Vice Minister of River Fleet for Operations, at an All-Union Production and Technical Conference of River Workers, 9 February 1950

CRITICIZES LOWER IRTYSH BUNKERING -- Rechnoy Transport, No 10, 3 Feb 50

It has been calculated that during the 1949 navigation season steamships of the Lower Irtysh Ship Line were delayed more than 70,000 horsepower days above plan in waiting for bunkering and taking on lubricants. Workers of the ports and docks of the Irtysh are doing little to improve bunkering facilities; servicing bases are concentrated in unequipped and often completely haphazard places. In the Omsk port, for instance, for many years it has been necessary to take on coal from one shore and lubricants must be brought from the other shore in sloops.

At such major docks as Tara, Tobol'sk, and Salekhard, the bunkering of ships was poorly planned in regard to the ships' drafts. The workers of these docks and the head of the ports department of the ship line are still operating according to the scale of 1930 - 1935, when shallow-draft steamships of 200-300 horsepower operated on the Irtysh (the coaling bases of the Omsk-Salekhard section were designed for them). In recent years the basin has received many propeller-driven steamships with a draft exceeding that of the paddle-wheel ships by 50-100 percent. The lack of cleared approaches prevents mooring near the cranes and transporters, and fuel must be loaded by hand.

Bunkering facilities of the ship line have not kept pace with the increase in the number of ships. On the 1,540-kilometer stretch between Tobol'sk and Salekhard, there is only one intermediate coaling point, at Samarovo. The propeller-driven tugs operating on this stretch are capable of running 5-6 days between bunkerings, and to make the trip loaded from Salekhard to Samarovo takes 7 days.

LOWER IRTYSH SHIP LINE COMPLETES PLAN -- Rechnoy Transport, No 13, 14 Feb 50

The Lower Irtysh Ship Line completed the navigation plan for tons and ton-kilometers, but did not achieve the planned index for its basic type of freight hauling, timber in ships.

VOLGA FREIGHT SHIP LINE EXCEEDS PREWAR LEVEL -- Rechnoy Transport, No 2, 6 Jan 50

During the 1949 navigation season the Volga Freight Line exceeded the pre-war level of freight hauling.

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NORTHERN SHIP LINE RECORDS FINANCIAL LOSSES -- Rechnoy Transport, No 2, 6 Jan 50

During the 1949 navigation season the Northern Ship Line was 7 million rubles short of its assignment for revenues, and 5 million rubles of this shortage represented income not forthcoming from hauling rafts. The Main Administration of River Fleet of Northern Basins did not apply itself seriously to the planning of revenues for the ship line, mechanically raising the sum of revenues from raft hauling without raising the rates, with the result that while 96 percent of the plan for raft hauling was completed, only 90 percent of the plan for revenue from this source was completed. The difference of 6 percent represents the increase of the revenues plan by 4 million rubles. This situation, however, does not excuse the heads of the ship line, inasmuch as during 10 months the ship line had a deficit of 12.5 million rubles instead of the 4 million rubles planned. The financial plan of the ship line was not fulfilled for any index.

The reason for this failure is the poor work of the commercial workers and operations personnel. Clients presented claims of 28.5 million rubles against the ship line for spoilage and failure to deliver cargoes. The cost of 1,000 equated ton-kilometers increased 7.5 percent. Only 30 percent of the barges loaded and unloaded by the ship line were processed on schedule or ahead of schedule.

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